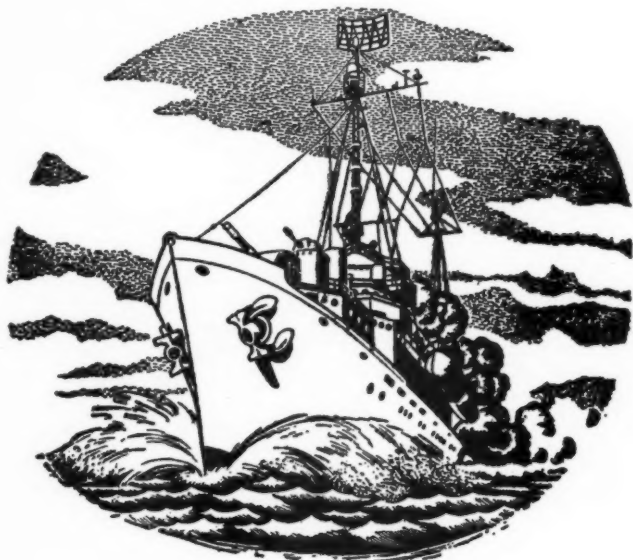


U.S. COAST GUARD



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OCTOBER 1948

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U.S. COAST GUARD BULLETIN...



Published monthly with the approval of the Director of the Budget
Washington • October 1948

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"The Secret Land"

"Standing room only" prevailed at the showing on 16 September 1948, at Coast Guard Headquarters of *The Secret Land*, a powerful motion-picture story of the 1946-47 Antarctic Expedition made especially significant because of the vital part played in that expedition by the Coast Guard's intrepid *Northwind*.

The *Secret Land*—story of Operation Highjump, made by Metro-Goldwyn-Mayer from official motion-picture film for theatrical release, gives the Coast Guard full credit for its part in the expedition.

Simultaneous premieres of this picture about 21 October 1948 (tying in with Navy Day), have been planned by MGM when *The Secret Land* will be shown in many cities throughout the United States. Cities in which Coast Guard District Headquarters are located are on the list. Press previews have already been planned in connection with the showing of this excellent moving picture.

Metro-Goldwyn-Mayer produced *The Secret Land* with the full cooperation of the Navy Department, which has approved the picture and cited it as "evidence of the skill of the producer, writers and film editor in presenting one activity of the peacetime Navy to the public in a dramatic, informative documentary." The picture, in color, runs 72 minutes. A subtitle identifies the stars as "men of ships of the United States Navy." The Secretary of the Navy and the Chief of Naval Operations (of 1946) have speaking parts in an introductory scene. There are no professional actors in the picture, but it is professionally narrated by Rob-

ert Montgomery and Robert Taylor, Naval Reserve officers, and Van Heflin. The screen story was written by Capt. Harvey Haislip, U. S. N. (retired) and Commander W. C. Park, USNR (inactive); the film editor was Commander F. Y. Smith, USNR (inactive).

Don't miss *The Secret Land*!

The Bibb Repeats!

The Associated Press headline read, "RESCUED PORTUGUESE FISHERMEN KISS DECK OF COAST GUARD CUTTER."

At 1 p. m. on 15 September 1948, the *Bibb* intercepted an SOS from a hurricane-ridden Portuguese schooner, the

Gaspar, and started out on her second major rescue within a year.

The *Bibb*, at the time, was entering Placentia Bay, Argentina, Newfoundland, prior to going on ocean weather station.



Captain Donald G.
Jacobs

At once, Capt. Donald G. Jacobs, commanding officer of the *Bibb* and commander of last spring's International Ice Patrol, changed course, increased speed to 20 knots, and headed for the *Gaspar*'s reported position, some 300 miles ESE of the southern tip of Newfoundland.

Despite a hurricane-driven gale of 40 miles per hour, despite the 40-foot swell running, the *Bibb* maintained her 20 knots throughout the night and on the morning of the 16th, after receiving a bearing on the *Gaspar* from a Coast Guard PB5A

which had located the sinking ship proceeded with all speed. During this rescue run, radio contact was had with the *Gaspar*. The *Bibb* heard the master say that since the water was gaining, the *Gaspar* would have to be abandoned.

At 9:45 a. m. the *Bibb* was alongside the *Gaspar*. By this time the wind had diminished to some extent but the swells remained heavy and rain continued. The *Bibb* lowered two boats and launched two 20-man rubber lifeboats.

An ensign from the *Bibb* took a self-bailing motorboat alongside the *Gaspar* but neither he nor his boat crew could persuade the crew of the *Gaspar* to get into the rubber rafts. He then went below and prevailed upon the master to speak to the chief radioman aboard the *Bibb* who gave assurance in Portuguese that the rubber rafts were safe.

Through the heavy rain and swell, rescue operations continued. Three trips were made with the rubber rafts until 40 men and 1 dog were safe aboard the *Bibb*.

According to Captain Jacob's reports, "When rescued, crew appeared dazed and relieved, nearly all suffering from bruises and minor injuries and all weary from 24 hours of fighting rising water. Most of the survivors had to be assisted out of the life rafts. The functioning of the *Bibb's* crew was superb. Distance run from position of the *Bibb* at time of SOS to the scene was 360 miles, accomplished in 20 hours.

"After the tenseness of the night-long high-speed run, the actual rescue of 40 survivors of the *Gaspar* seemed almost anticlimactical because of the smoothness of the operation. That it was something altogether different in aspect to the survivors, however, was apparent from the actions of several of them who, upon reaching the safety of the *Bibb* flung themselves down and fervently kissed the deck. The master appears weary and discouraged, unable to comprehend his rescue, concerned only about the loss of his ship. The others, after warm food and drink, are sprawled out sleeping the sleep of the utterly weary, too tired even

at the moment to mourn the loss of a shipmate."

At 2:45 p. m. on Sunday, 19 September 1948, the *Bibb* pulled into Argentina—11 months to the day from the date of her arrival in Boston with all 69 passengers and crew of the Bermuda Sky Queen.

A final "well-done" in the form of a dispatch from CINCLANTFLT, reads, "THE OUTSTANDING RESCUE OF THE 'GASPAR' PERSONNEL UNDER EXTREMELY HAZARDOUS CONDITIONS IS A TRIBUTE TO THE DEVOTION TO DUTY AND HIGH EFFICIENCY OF THE UNITED STATES COAST GUARD. ADMIRAL BLANDY."

President's Cup Regatta

With the cutter *Aurora* officiating as major patrol craft under the command of Commander Frederick G. Wild, patrol officer, the Coast Guard completed its twenty-first consecutive patrol of the President's Cup Regatta when the Power Races were held on 25 and 26 September 1948, in Washington Harbor. The Sailing Races in connection with the Regatta were held on 18 and 19 September, also, of course, under the patrol of the Coast Guard.

Commander Wild was assisted by: Lt. Comdr. W. R. Riedel, Assistant Patrol Officer, Lt. Comdr. L. G. Haverland, Course Buoyage, and Lt. W. M. Prall, Communications and Cables.

Ships and patrol boats from the Fifth and Seventh Coast Guard Districts together with Auxiliary boats were assigned to the 1948 patrol. Six 38-foot patrol boats and two 30-foot patrol boats plus several Coast Guard Auxiliary boats, all radio equipped, covered various parts of the course.

Official judges and the timekeeper had reserved sections in the forward part of the *Aurora* which was anchored at the finish line. Submarine cable connection provided 24 ship-to-shore circuits.

Buoys for the Regatta were laid by the *Mistletoe*.

It was the second successive patrol for both the *Aurora* and the *Mistletoe*.

Merchant Marine Industry

With the reporting on 10 October 1948, of Lt. Comdr. Holmes F. Crouch to the office of the Standard Oil Co. of California, at San Francisco, and the respective reportings on that same date of Lts. William F. Rea and John F. Thompson, Jr., to the Texas Co., Port Arthur, Tex., and the Standard Oil Co. of New Jersey, at New York City, the Coast Guard's new Merchant Marine Industry Training Program swung into operation.

Approved by the Commandant, the new training program provides for assignment of qualified Coast Guard officers to 1-year tours of duty at the home offices of selected private concerns.

The training program is designed to encourage greater cooperation between industry and the Coast Guard and to broaden the understanding of merchant vessel problems from a commercial point of view thereby facilitating a balanced administration and supervision of marine inspectional activities by qualified Coast Guard personnel.

These 1-year "on the spot" training tours will be pursued in such a manner as to enable Coast Guard "trainees" to acquire a knowledge of practical merchant vessel operations, including personnel, engineering, maintenance, and repair problems. It is not unlikely that such tours may embrace occasional trips on merchant vessels.

From the onset, members of industry expressed themselves as being in hearty accord with the Coast Guard's ambition to further such a training program and early indicated their willingness to accept Coast Guard officers in their respective companies.

Present indications are that the new training program will continue indefinitely, it being anticipated that there will be no let up in the need for well-informed personnel for the proper operating of the Merchant Marine Safety function of the Coast Guard.

Alaskan Rescue

Battling the combined forces of heavy surf, gales, Alaskan streams and cold, the Coast Guard cutter *Citrus*, aided by a Coast Guard PBY, from Air Facility at Kodiak, Alaska, effected the *air-sea-shore* rescue of the entire crew of the fishing vessel *Caledonia*, grounded in Alaska.

The *Citrus* first proceeded to assist when Ketchikan passed word of the *Caledonia's* plight. A search on 6 September 1948, found the vessel grounded 18 miles NNW of Cape Spencer—150 miles due west of Juneau. The eight-man crew of the *Caledonia* was found to be temporarily safe ashore—it was up to the *Citrus* to take them off.

Heavy surf prevented the *Citrus's* boat from making a landing. Then two Coast Guardsmen using a rubber raft attempted to lead a line from the *Citrus's* boat to the grounded vessel. The raft was quickly capsized in heavy seas but the two Coast Guardsmen managed to reach shore.

Lt. Ralph Burns, skipper of the *Citrus*, realizing that as matters stood, chances for a safe rescue were slim indeed, signalled the stranded men, asking them to proceed overland to a spot 7 miles SE by E to Icy Point, hoping that chances might be better there, deciding at the same time to move the survivors still farther overland if rescue could not be made at Icy Point.

Now the *Citrus* was powerless to do more than wait until the survivors worked their way to a place where they could be safely removed. For 2 days the shore party trekked their tortuous way. Meanwhile the PBY dropped warm clothing, a walkie-talkie, and food to replenish their dwindling supply. It was slow going—the survivors inched their way across the rough Alaskan terrain.

On 10 September 1948, the progress of the shore party came to an abrupt halt. Two raging streams blocked the way. Now it was the *Citrus's* turn. Lieutenant Burns put a landing force of three men on Icy Point under CBM Raymond V. Herron. Thanks to Chief Herron and his landing force, the streams were bridged.

The survivors, who had looked with justifiable dread at the prospect of another Alaskan night minus shelter, crossed the "home-made" bridge with relief. Regulations hold no brief concerning the bridge-building qualifications of a chief boatswain's mate, but when a man supervises a crew handling heavy gear every day, he grows ingenious, is able to set up most any kind of rig.

Having gotten the *Caledonia* survivors and the capsized Coast Guardsmen together, and across the icy stream, the job was virtually done. At Palma Bay the *Citrus* boat picked them up, all in good health. At this point Lieutenant Burns requested permission to transfer the survivors to another craft so that the *Citrus* might continue her aids to navigation work.

On 11 September 1948, the *Citrus* reported, "Transferred survivors to PBV off Hoonah. Plane departed for Juneau. Underway this assistance 56 hours, 50 minutes. Cruised 513 miles. Engaged 5 days, 13 hours."

The seas smashed the *Caledonia* but her crew was safe.

From Manila to Nylon

No one questions the universal appeal of nylon. Once its versatility and superiority over other materials had been demonstrated, nylon's popularity grew like a snowball rolling downhill. Sailing enthusiasts went in for nylon rigging. Nylon parachute canopies and shroud lines, pick-up towing hawsers for gliders and nylon shot lines for line throwing guns—to mention a few facets, were employed and universally favored.

Keeping in step with the march of this nylon wonder-child, the United States Coast Guard is equipping two cutters with nylon towing hawsers to test the effectiveness of such hawsers as compared to manilla. It is hoped that the tests will prove satisfactory. Introduction of the nylon hawser, provided the actual over-all cost is justified, cannot be other than a distinct advantage to the Service. Consider that an 8-inch nylon

hawser has strength equal, at least, to that of a 12-inch manilla hawser. Consider too, the factors of light weight, reduced storage space and easier handling.

According to report, the Moran Towing & Transportation Co. is using an 8-inch nylon hawser for some of its most rigorous towing work out of New York Harbor. Although final reports as to the efficiency of the hawser are not yet forthcoming, due to insufficient time-lapse, indications are that the nylon hawser leaves little to be desired.

This can be readily understood. Nylon, because of its "construction," comes very close to being a "natural" for hawsers.

Nylon is manufactured with a controlled elasticity or predetermined stretch factor. Because of this elasticity a new 1,200-foot nylon hawser used on its first heavy tow stretches to a permanent length of about 1,320 feet. And, on subsequent towings, the nylon hawser will stretch still more when placed under load. But when the load is removed, the hawser will return to its permanent length of 1,320 feet. Should the load approach 50 percent of the breaking strength of the hawser, it will lengthen to about 1,558 feet. However, at no-load the nylon hawser will revert to its permanent 1,320 feet. Theoretically, at least, the stretching characteristics of a nylon hawser handles about 240 feet of take-up to compensate for the change in load. Automatic towing machines usually have a load compensating take-up capacity of about 40 feet.

In the construction of an 8-inch hawser, the use of 210 denier nylon yarn is made. A denier is a unit of yarn size based on the length of 450 meters of yarn weighing 0.05 gram. The 210 denier yarn is made up of 68 filaments of about 3 deniers each. Nylon hawser strands are formed and the rope laid in the same manner as is used with other fibers.

Though advantages favoring use of the nylon hawser in place of manilla appear numerous, only through service tests will proof of its effectiveness for Coast Guard use be made evident.

CG League National Convention

National Commander James S. Hunt, of Fort Lauderdale, Fla., was presiding officer when delegates from all parts of the United States converged on Boston for the third annual national convention of the Coast Guard League on October 4, 5, 6, and 7.



Comdr. James S.
Hunt, USCGR

Admiral Joseph F. Farley addressed the hundreds of delegates and guests at the annual banquet and ball held at the Hotel Bradford.

The Puerto Rico delegation staged its traditional "Night in Puerto Rico."

A large group of the delegates was expected to make a league-sponsored visit to the United States Coast Guard Academy at New London to view the site of the proposed Memorial Chapel.

Letter to the Editor

MINISTRY OF CIVIL AVIATION,
ARIEL HOUSE, STRAND,
London, W. C. 2, 9/8/1948.

THE EDITOR,
COAST GUARD BULLETIN,
20 Grosvenor Square, London.

Sir: I am directed to refer to an article appearing in the COAST GUARD BULLETIN for May 1948, entitled "International Ocean Airlines Use Loran."

2. I am directed to point out that, while the statement attributed to the BOAC operations representative with regard to Loran is a very accurate description of present conditions in the North Atlantic, the statement about Consol may be misleading.

3. The relative infrequent use of Consol as a navigational aid is due only to the inadequate coverage now provided. It is the U. K. policy to strongly recommend Consol as a future long-range navigational aid, and to increase the coverage in the North Atlantic by the deployment of new stations.

4. The statement that Consol is employed primarily as a high-power beacon for taking automatic direction-finder bearings only does not detract from the value of the Consol conception, since the limited use being made of this aid is due only to the present paucity of Consol facilities provided.

I am, Sir,

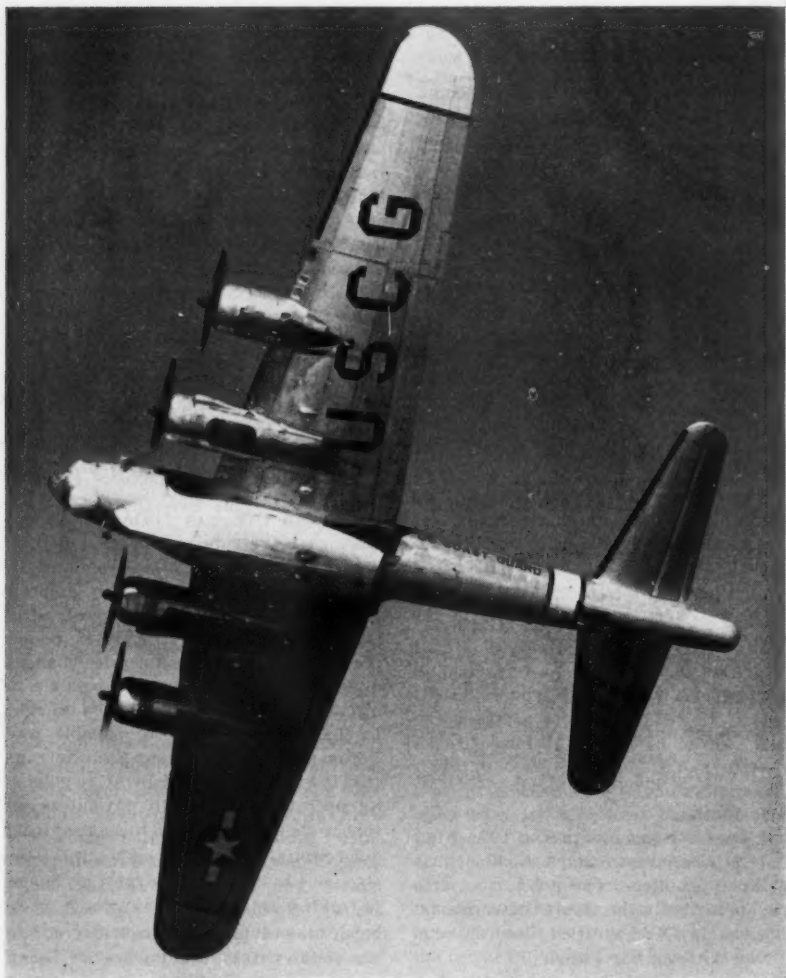
Your obedient servant,

J. B. PARKER.

Editor's Note.—The article, International Ocean Airlines Use Loran, appeared in the May 1948 issue of the COAST GUARD BULLETIN. That paragraph titled "British Overseas (BOAC)" referred to in the letter from the Ministry of Civil Aviation follows:

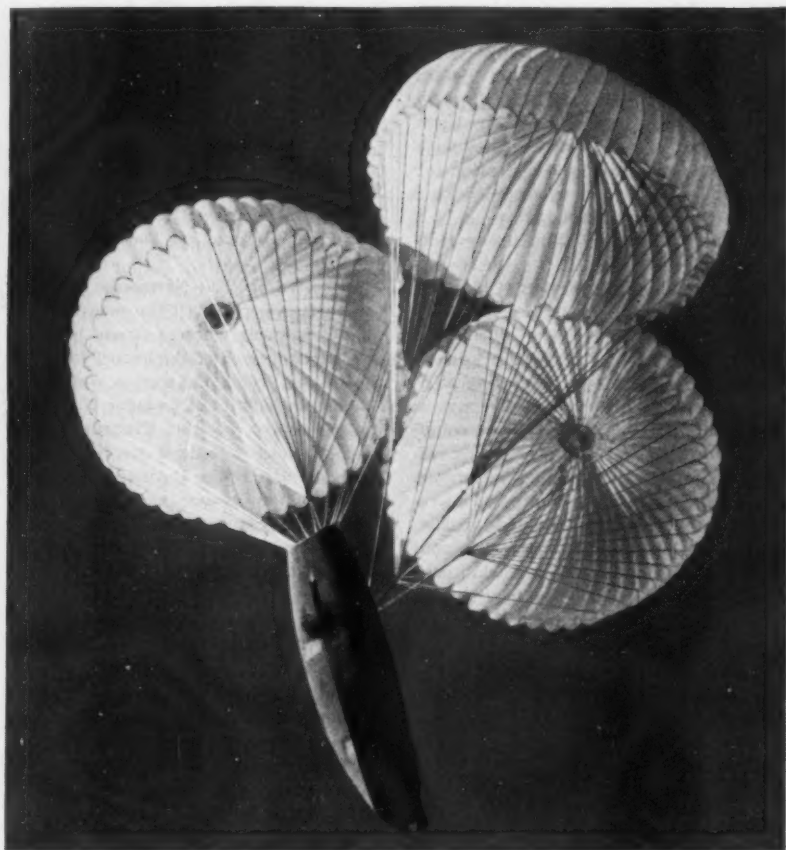
"BRITISH OVERSEAS (BOAC).—An operations representative for this British line was contacted. BOAC conducts 18 flights (9 round trips) weekly and all their aircraft are Loran equipped. The BOAC representative strongly expressed the desire to have Loran service changes disseminated as promptly as possible to aircraft in flight. Discussions brought to light the fact that so reliable was Loran navigation in trans-Atlantic runs that it was necessary for BOAC to publish an operational order to navigators on that route requiring them to make at least one celestial observation each trip. This was done to keep the navigator proficient in taking celestial sights which were being taken much less frequently due to the reliance they could place on Loran positions. The BOAC representative stated further that with respect to the use of Consol by their aircraft—it was seldom used; that on those rare occasions when its use was considered advisable, Consol was employed primarily as a high-power beacon for taking automatic direction-finder bearings."

A cannon installed at Boston Light in 1719 constituted the first fog signal.



Coast Guard Employs Airborne Lifeboat

Pictured in flight is a Coast Guard plane of the B-17 series with an airborne lifeboat suspended by four cables to the fuselage. In effecting a rescue, the pilot flies into the wind at approximately 1,500 feet, at 120 miles per hour, and "drops" the 27-foot lifeboat directly over the distressed persons. The boat suspended by three standard 48-foot cargo chutes, descends bow-down into the water at the rate of 27 feet per second. The chutes are opened as the boat leaves the plane by means of a static line attached to the keel of the bomb bay cat walk.



"A Little Bit of Heaven"

Three parachutes slow the descent of an airborne lifeboat, released from a plane of the B-17 series employed by the Coast Guard Search and Rescue Agency in air-sea rescue operations. This lifeboat is constructed of molded plywood, has two inboard motors, 80 square foot mainsail, 54 square foot jib, and carries food and water for a crew of 12 for 14 days. The boat weighs approximately 3,250 pounds, including equipment, parachutes, and fuel. Stowed in the equipment locker of the boat is an instruction booklet explaining the elements of sailing and operation of a small boat in the open sea. The boat is equipped with carbon dioxide inflated self-righting chambers which prevent its capsizing in any weather. Speed is 6 miles per hour under one engine and 8 miles per hour under both engines. The cruising range is approximately 550 miles.

Heroic Youth

When called into the Eleventh Coast Guard District Office at Long Beach, Calif., Richard S. Kimball, 23, of Beverly Hills was a surprised young man. Upon learning that he was to be presented with the Bronze Star Medal and a citation for maintaining a meritorious record during the last war he exclaimed,

"I can't believe it. Was it my OSS service?"

Yes, it was his OSS service. Only then it was Boatswain's Mate Second Class Kimball, United States Coast Guard, serving with the Office of Strategic Services in connection with the Clandestine Military Operations against the enemy in 1945. Boatswain's Mate Kimball volunteered to serve as assistant escorting officer on three important and hazardous missions. He further volunteered to remain ashore with an intelligence mission for 7 weeks in order to maintain small craft on an island in enemy-held territory. During this period he participated in a difficult and dangerous two-man espionage mission. His devotion to duty, courage, and stamina in the face of illness and trying conditions contributed materially to the success of these missions.

Thus, Capt. Louis B. Olson, Commander of the Eleventh Coast Guard District, presented the young hero with his well-earned medal Thursday, August 19, 1948.

Kimball, unmarried, a resident of 329 North Palm Drive, Beverly Hills, entered the Coast Guard in 1943 and went on detached duty with the OSS for 2 years. He saw such places as India, Burma, England, and the Bahama Islands. He received the Air Medal for 100 combat hours. Qualifying for the underwater demolition team in the OSS may be attributed to his swimming experience while attending Santa Monica High School from which he graduated before entering the service.

Although the waterfront and small boats have held great attraction for young Kimball—he served as Diesel engineer on Errol Flynn's 103-foot schooner *Zaca* and later operated a water taxi out of Santa

Monica, he states that he is now quite content with his present work as furniture salesman in Glendale, Calif.

Newcomen Honors CG

Again, the American Newcomen honored the Coast Guard when the Seventh Newcomen Lecture was given at the United States Coast Guard Academy at New London, Conn., on Tuesday, 5 October 1948.

As stated in The Newcomen Bulletin for North America, "Of the sea are these annual lectures whose purpose is to do honor to a branch of the armed forces of the United States of America which was founded in 1790 by Alexander Hamilton, the Secretary of the Treasury. The Seventh Newcomen Lecturer is a distinguished officer of the United States Coast Guard, widely known in American Newcomen: Vice Admiral Harry G. Hamlet, USCG (retired); formerly the Commandant of the United States Coast Guard; formerly, Superintendent of the United States Coast Guard Academy. We have invited Admiral Hamlet to tell of his *personal recollections* afloat and ashore, in service that encompassed most of the oceans of the World!"

The lecture was preceded by a Newcomen Dinner in the officers mess. The Newcomen Lecture was presided over by Rear Adm. Wilfrid N. Derby, USCG, Superintendent of the Academy, Member of the Connecticut Committee, in the Newcomen Society of England. The Newcomen Lecturer, guest of honor, was introduced by the Senior Vice President for North America.

It's Shore Duty for Sinbad

Sinbad, famous mascot of the equally famous cutter *Campbell*, after 11 years of sea duty, goes ashore. Orders, transferring the popular "pooch" to his new assignment at the Barnegat, N. J., Coast Guard Station, have recently been issued.

Memorial Chapel Fund

Representatives from Headquarters who are on the National Executive Subcommittees and members from each Coast Guard District met in Chicago on 28 and 29 September 1948 to formulate plans for launching, on a national selective basis, the drive for the Memorial Chapel Fund. The Coast Guard Academy in New London, Conn., is an appropriate site for the Memorial Chapel, for there it will serve as a permanent memorial to the heroic men of the Coast Guard who gave their lives for their country in peace and in war, and as a place of religious worship for all denominations, sects, and religion. At the initial dinner Dr. Daniel A. Poling, editor of the Christian Herald, spoke of the need for a chapel at the Academy, particularly in view of the fact that this chapel is to be a perpetual memorial. Dr. Poling is to become chaplain of the "Chapel of the Four Chaplains" in Philadelphia—a shrine dedicated to people of Protestant, Catholic, and Hebrew faiths.

Mr. Daniel W. Bell, President of the American Security & Trust Co. of Washington, D. C., formerly Under Secretary of the United States Treasury, is chairman of the Memorial Chapel Fund. Vice Admiral James Pine, presently living in South Harwich, Mass., is the vice chairman of the Honorary National Executive Committee. The following members will also serve:

Bishop William R. Arnold, Roman Catholic Military Ordinariate, New York.
 Raymond E. Baldwin, United States Senator from Connecticut.
 Schuyler O. Bland, United States Representative from Virginia.
 Prentiss M. Brown, Chairman of the Board, Detroit Edison Co.
 George W. Codrington, vice president, General Motors Corp.
 T. Jefferson Coolidge, former Under Secretary of the United States Treasury.
 "Jack" Dempsey, commander, USCGR (inactive).
 Stephen B. Gibbons, former Assistant Secretary of the United States Treasury.

Harry G. Hamlet, vice admiral, USCG (retired), former Commandant, United States Coast Guard.

Barnet Hodes, former corporation counsel, city of Chicago, Lieutenant Commander USCGR (T) (inactive).

James S. Hunt, Commander, USCGR (inactive), National Commander Coast Guard League.

John T. Hutchinson, president, Lake Carriers' Association.

Roswell Magill, former Under Secretary of the United States Treasury.

Thomas J. Maloney, vice president, Newell-Emmett Co., New York.

Arnaud C. Marts, captain, USCGR (inactive), partner—Marts & Lundy Corp., New York.

Brien McMahon, United States Senator from Connecticut.

Henry Morgenthau, Jr., former Secretary of the United States Treasury.

Charles Penrose, LL. D., D. Eng.; senior vice president for North America of the Newcomen Society of England.

Horace Seely-Brown, Jr., United States Representative from Connecticut.

Bishop Henry Knox Sherrill, presiding bishop of the Episcopal Church.

Dorothy C. Stratton, former captain, USCGR (W); director of personnel, International Monetary Fund.

William N. Thomas, rear admiral, USN, chief, Chaplain Corps.

A. Lee M. Wiggins, former Under Secretary of the United States Treasury.

Rabbi Stephen S. Wise, Free Synagogue, New York.

James C. Wendland, commander, USCG, is the executive secretary.

Chief Pay Clerk Austin J. Flynn, USCG, has been designated treasurer of the United States Coast Guard Memorial Chapel Fund by the Commandant, and all contributions received will be placed in his hands for deposit in the special fund created in the United States Treasury in accordance with Public Law 209.

An appeal is made to all members of the Coast Guard to give them the opportunity to contribute toward the establishment of a perpetual memorial to the heroic men of the Coast Guard.

There will be no solicitation of the officers and men now on active duty as such procedure is not considered necessary in a cause so worth while. It is believed that all Coast Guard personnel will welcome an opportunity to contribute toward building the Coast Guard Memorial Chapel.

Every donor contributing toward the fund is assured that every penny of every dollar contributed will be used exclusively for the construction of the chapel. Funds have already been provided for campaign purposes.

Contributions should be sent to the United States Coast Guard Memorial Chapel Fund, United States Coast Guard Headquarters, Washington 25, D. C. Every contributor will receive an appropriate certificate receipt. Individuals and corporations making contributions may deduct the amount from their Federal income tax to the extent permitted by law.

It is hoped that every officer and every man will not only contribute toward the Memorial Chapel Fund but will assist in providing the names of persons who may be so inclined.

Pay Roll Savings Program Reestablished

Effective 1 November 1948, military personnel may again purchase United States Savings bonds, series E, through pay-roll allotments.

In conformance with Executive Order 9953 which established the Interdepartmental Committee for the Peacetime Voluntary Pay Roll Savings Plan for the purchase of United States Savings bonds, and the expressed desires of both the President and the Secretary of the Treasury that, " * * * heads of departments, establishments and agencies join in this important undertaking," the Coast Guard has reestablished the pay-roll savings method of purchasing savings bonds which had been discontinued on 1 July, 1946.

Applications for "Bond-a-Month" plan allotments may be registered as of 1 No-

vember 1948; the "Bond-a-Quarter" 1 January 1949.

All Coast Guard units will be prepared to accept allotment applications—the bonds will be mailed direct from Coast Guard Headquarters.

It is the sincere desire of the Commandant that, in the interest of personal savings, Coast Guard personnel support the Pay Roll Savings Program.

Safety-at-Sea

Simulated emergency drills were held on 3 September 1948, at the Coast Guard Mooring, Cape May, N. J., as part of the Coast Guard's program aimed toward assisting commercial airlines in matters of safety procedure while flying over water. Participating in the drills with Coast Guardsmen were 33 airline employees, observers from airlines and the Flight Safety Foundation.

Drills, lasting 9 hours, were divided in two phases. (1) Operation of emergency equipment for aircraft downed in the water, (2) Emergency procedures to be carried out by airline pilots prior to ditching.

In demonstrating phase 1, 83- and 38-foot boats were employed. One of the latter towing an airborne type AR-8 lifeboat, went into the surf, where airline personnel practiced launching life rafts, then boarded the rafts in rough water.

Phase 2 was carried out by Commander D. B. MacDiarmid, Search and Rescue Officer on the staff of Rear Adm. E. H. Smith, Commander Eastern Area, who personally instructed airline pilots in rough water landing technique.

At the conclusion of 9 hours of drills, Commander MacDiarmid conducted a lecture and discussion period to review the day's proceedings and emphasize the major points to be remembered in an emergency.

All trainees were drilled in both phases.

The drills, exemplifying the Service's policy of cooperation with commercial aviation, were observed with interest and appreciation by Coast Guardsmen stationed at Cape May.



Admiral Joseph F. Farley, USCG, signs Convention on Safety of Life at Sea while Mr. R. S. F. Edwards, General Secretary of the Conference and other interested parties look on. Admiral Farley served as Chairman of the U. S. Delegation and Vice-President of the Conference. Thirty-two nations were represented at the Conference held in London, England, April-June, 1948.

For Emphasis

For the purpose of emphasizing its importance to every serviceman, Public Law 838, Eightieth Congress, amending subsection 602 (f) of the National Service Life Insurance Act of 1940, as amended, to authorize renewal of level premium term insurance for a second 5-year period, and for other purposes, is quoted:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That subsection (f) for section 602 of the National Service Life Insurance Act of 1940, as amended, is hereby amended to read as follows:

"(F) Such insurance may be issued on the following plans: Five-year level premium term, ordinary life, 20-payment life, 30-payment life, 20-year endowment, en-

dowment at age 60, and endowment at age 65. Level premium term insurance may be converted as of the date when any premium becomes or has become due, or exchanged as of the date of the original policy, upon payment of the difference in reserve, at any time while such insurance is in force and within the term period to any of the foregoing permanent plans of insurance, except that conversion to an endowment plan may not be made while the insured is totally disabled. All level premium term policies, except as provided below, shall cease and terminate at the expiration of the term period: Provided, That at the expiration of the term period any national service life insurance policy which was issued on a 5-year level premium term plan before January 1, 1948, and which has not been exchanged or

converted to a permanent plan of insurance, may be renewed as level premium term insurance for an additional period of 5 years at the premium rate for the then attained age without medical examination, provided, the required premiums are tendered prior to the expiration of the first term period: *Provided further*, That in any case in which the insured is shown by evidence satisfactory to the administrator to be totally disabled at the expiration of the level premium term period of his insurance under conditions which would entitle him to continued insurance protection but for such expira-

tion, such insurance, if subject to renewal under this provision, shall be automatically renewed for an additional period of 5 years at the premium rate for the then attained age, unless the insured has elected insurance on some other available plan. Provisions for cash, loan, paid-up, and extended values, dividends from gains and savings refund of unearned premiums, and such other provisions as may be found to be reasonable and practicable may be provided for in the policy of insurance from time to time by regulations promulgated by the administrator."

Approved June 29, 1948.

According to the Fish and Wildlife Service, Government administered sealing operations on Alaska's Pribilof Islands during the 1948 season netted a total of 70,142 fur-seal skins. This represents an increase of 8,695 skins over the 1947 yield. The 1948 fur-seal herd numbered 3,837,131 animals, an increase of 6 percent over the 1947 Fish and Wildlife census.

In 1832 there were 18 vessels and 92 officers in the Revenue Cutter Service.

In 1839 the schooner *Campbell*, formerly a revenue cutter, was captured by the British off the coast of Africa, under American colors. She belonged to a notorious slave dealer, known as Blanco, and was to have taken 250 slaves from Gallenas to Havana.

"It isn't easy in an upset world to think constructively. But for many of us the greatest contribution we can make to the era in which we live is to inform ourselves, think clearly and act courageously in our own daily lives."—ANON.

Distribution (SDL No. 35):

- A: a, b, c (5 ea); d, e, f, l (3 ea); remainder (1 ea).
 - B: c (14 ea); f, g (7 ea); e, h, l, l (5 ea); j (3 ea); k (2 ea); remainder (1 ea).
 - C: a, b, c, d (3 ea); remainder (1 ea).
 - D: all (1 ea).
- List 118 (Foreign).

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